

# GOVERNOR SIGNS BILL TO PREVENT GAMBLING

New Act Makes It Misdemeanor to Play Games of Chance for Money.

SENTENCE MAY BE SUSPENDED

Approves Bill to Prevent Untrue, Deceptive and Misleading Advertisements—Long List of Measures Given Governor's Signature.

Governor Stuart yesterday signed the bill designed to prevent untrue, deceptive and misleading advertisements, the Stephenson anti-gambling bill, which makes it a misdemeanor to play any game of chance for money, and the bill giving courts power to suspend sentence in cases of conviction of just offenses of larceny and forgery. The list of bills signed yesterday follows:

House bill No. 49, defining the limits of the town of Lexington.

House bill No. 71, increasing the limit of persons who may be committed to the Negro Reformatory from 150 to 200.

House bill No. 55, correcting law so that ministers may qualify to perform marriage ceremonies by city courts in vacating as already provided for Circuit Courts, and permitting such ministers to perform such ceremonies in any part of the State when so qualified.

House bill No. 11, providing that the breakers on hoists of supervisors may vote for the purpose of counting a quorum.

House bill No. 15, permitting cities and towns to purchase bridges on roads leading into them, and extending the limit of such aid from ten to forty miles.

Senate bill No. 51, providing that the law regarding segregation districts for white and colored persons shall not interfere with ordinances passed by cities and towns as authorized by their charters.

House bill No. 77, providing a road commission for Capeville Magisterial District in the County of Northampton.

House bill No. 79, repealing the act of 1912, creating a road commission for Capeville Magisterial District, in the County of Northampton.

House bill No. 80, authorizing the County of Northampton to borrow money and issue \$20,000 in bonds for road improvement in Capeville Magisterial District.

House bill No. 10, to prevent untrue, deceptive and misleading advertising.

House bill No. 63, permitting non-stock corporations to borrow money to pay debts.

House bill No. 62, to prohibit gambling.

House bill No. 21, requiring sheriffs and sergeants to keep a record of prisoners and to report same to the State Board of Charities and Corrections.

Senate bill No. 40, defining the open season for deer in the County of Mecklenburg.

Senate bill No. 28, authorizing the Council of the town of New Market, in the County of Shenandoah, to levy a tax on dogs.

Senate bill No. 72, to prevent the sale of the plumage of birds other than game birds and domestic fowls.

House bill No. 1, providing for the protection of shellfish areas against pollution.

House bill No. 18, adding many banks to the list of state depositories.

Senate bill No. 3, providing how the people of the cities with population between 5,000 and 10,000 may vote for a charter change commission.

Senate bill No. 119, providing that judgments shall be docketed against all defendants.

Senate bill No. 127, giving courts of record power to suspend sentences of prisoners for first offense of larceny and forgery.

Senate bill No. 74, prohibiting the sale and purchase of wild turkeys in Virginia.

House bill No. 277, validating a \$10,000 public improvement bond issue in the town of Orange.

House bill No. 17, amending the charter of the town of Covington, in the County of Allegheny.

House bill No. 26, providing for the sanitation of abattoirs, slaughterhouses, packing-houses and sausage factories.

Senate bill No. 24, barring the right of counties in land sold for partition.

Senate bill No. 80, extending the time for appeal of judgments for 1915 in the cities of Richmond and Norfolk until March 1, 1916.

Senate bill No. 180, eliminating conviction to penitentiary before marriage as cause for divorce.

## FOURTEEN INJURED WHEN STEEL CARS ARE OVERTURNED

(Continued from First Page)

The bridge nearest Richmond, the draw, and the coupling between the tender and the baggage car pulled out. The engine, unhampered by the train, sprang forward, but Engineer W. J. Lowry then realized that something was wrong, and applied his emergency brakes.

The emergency brakes of the train had been applied automatically when the coupling broke. The sudden resistance, without the support of the engine and combined with the damaged condition of the track, caused the baggage car to cut sideways across the tracks. If it had not already left them, to the side of the embankment to the woods. A deep gully separated the railroad tracks from those of the Richmond-Petersburg electric line on the other side.

The baggage car hung on the edge of the embankment a second, then tumbled and rolled down, drawing the diner and three Pullmans after it.

The coupling between the rear of the fifth Pullman and the sixth coach broke just before the sixth coach started across the trestle, and that portion of the train came to a dead stop. The last four coaches remained on the rails, and were taken back to Petersburg in an undamaged condition.

**BOARDS OF INJURED START RESCUERS TO WORK**

A dead silence followed the tremendous, deafening crash that had preceded the overturning of the coaches. For minutes the tracks the hissing of steam escaping from the engine could be heard. The heads of porters and passengers popped from out of the windows of the coaches remaining on the tracks, and questions, followed by startled exclamations, began to be heard. Then a groan came from one of the overturned cars. It was the signal for general exclamations. Other groans lifted across the ravine to eyes witnesses on the electric line tracks, and then the agonized scream of a woman, frightened and hurt.

Passengers in the rear coaches hastened, awestruck, across the shallow waters of Kingsland Creek to the derailed cars. By that time Pullman porters and members of the train crew were drawing themselves out of the windows nearest the sky, to be followed by several passengers. Groans from the interior of the overturned Pullmans were audible some distance from them, and then the work of rescue began.

## Views of Overturned Seaboard Train With State Investigators at Scene of Wreck



End of derailed coach buries itself into bottom of over-turned car. Damaged cars hurled length of coach into woods. Wreck of train as viewed from Kingsland Creek trestle.



Shattered underframe of heavy all-steel coaches. Another view of wreck as seen from embankment.



Investigating committee of State Corporation Committee, at scene of wreck, reading from left to right: Burton Mayne, engineer; R. T. Wilson, chief clerk; E. E. Cone, special agent; Sam W. Bigger, bailiff, and Judge William F. Rhea, member of commission.

**ENGINEER LOWRY SENDS FIRST WORD OF UPSET**

Lowry leaped from his engine and started a mad dash on the track. Gradually his brain cleared, and he decided on his course. Taking a straight course for the Bedford Farm, he ran to the telephone there and forwarded to Richmond the first news of the wreck. The train dispatcher took it, and the entire emergency system of the railroad was brought into play.

While a special relief train was being made up, an outlook run with assistance to the scene, officials in other departments, communicated with Memorial Hospital and other institutions.

Superintendent Morlock was asked if he could accommodate forty patients, he replied in the affirmative, and within a few minutes had everything ready for the number. Other hospitals prepared for an influx of injured, and the emergency operations, if necessary, Ellig's and Leonard's ambulances were requested to meet the relief train at the station, and announced they would do so.

Major Werner was informed of the accident and hastened to the scene of the wreck in his motor car. A number of headquarters operatives accompanied him, and other plainclothes men, with additional policemen, hurried to Bedford in the patrol of the First Precinct Station. They assisted at the wreck and prevented looting before railroad detectives arrived.

The Boy Scouts were notified about Master Weaver, with the co-operation of Superintendent of Schools J. A. C. Chandler and Principal Woodward of the John Marshall High School, was able to have 250 Scouts report for active duty within twenty-five minutes. One hundred of them were hastened to the wreck in private automobiles and on the electric line.

**STEEL CARS RESIST IMPACT OF DERAILMENT**

Back at the wreck all was methodical confusion. It was a thing is possible, only one thought attached to every one of the rescuers of the injured. Due to the fact that all of the Pullmans were of steel construction, notwithstanding the force of the derailment and the results of overturning the coaches, none of the coaches was broken badly.

Within they presented a scene of shock rather than violence. The backs of seats, chairs and loose equipment were hurled against the sides, but they remained firm and staunch. A few windows were broken, the glass cutting the passengers.

Most of the passengers, and there were less than half of the total number within the coaches that left the rails, were hurled against the sides of the coaches, and the force of this impact was what caused their injuries. Only one car had been ripped open, that near the bottom and with but a slight gash.

The passengers within the derailed cars were found huddled in little piles on the side nearest the ground. Some were able to draw themselves up and to make their way out of the coaches through either the doors or windows. The others were dragged out by fellow passengers or members of the train crew.

**SPECIAL TRAIN IS SENT OUT FOR INJURED**

Mattresses were taken from the Pullmans and placed beside the tracks. On them were lain the injured, and there they were treated before removal to Richmond on the special. Upon the arrival of the special, within forty-five minutes, after to it and hurried to the various Richmond hospitals.

News of the accident spread through the vicinity of Bedford rapidly, and the neighbors threw open their doors to the injured. However, the rapidly with which they were brought to Richmond made it unnecessary for those seriously hurt to be taken into the homes near-by. Scores of persons living in the neighborhood hastened to the scene with water and restoratives and assisted in first aid work.

**NEIGHBORING DOCTORS ARE QUICK TO REACH SCENE**

Dr. Pretlow, of Centralia; Dr. Hurt, of Chester, and others were on the scene in short order, and did what they could for those who had been injured. Dr. H. A. Burke, son of the chief surgeon of the Seaboard, hastened to Kingsland Creek from Petersburg.

Drs. G. A. Ezekiel and Armistead Gills, local county surgeons, were rushed there from Richmond. Dr. Theron Langford, himself injured severely in the wreck, treated the wounds of his wife and son, and then offered his services to others. But with the arrival of the special, the work of these surgeons was over, and they returned with the injured persons to the Main Street Station.

All of the available ambulances in the city were gathered there. The first information reaching the city was to the effect that not less than forty persons had been injured, and that several had been killed. The injured were conveyed to Memorial, Johnston-Willis and Grace Hospitals, and there were taken in charge by the hospital surgeons.

**MEMORIAL ASKED TO PREPARE FOR FORTY**

At Memorial Superintendent Morlock had summoned all of the hospital surgeons, and they were at hand. Nurses going off duty after the night work were held at their posts. All of the operating-rooms were ready and orderlies and porters had scores of stretchers in the lower halls to convey those injured to the operating-rooms. Among the surgeons at Memorial were Drs. Gills, A. E. Turman, J. W. Henson, T. B. Leonard, Coleman, Bennett, Stuart McIntire, Howell, W. A. Harmon, of Columbia, S. C., and E. H. Terrell.

"They requested us to take forty patients," said Superintendent Morlock last night, "and we were ready to do so. As present we have no ambulance, and were unable to send one to the station, but so far as hospital facilities were concerned, we are more than prepared for taking care of that number of patients and for making any number of necessary immediate operations. The first patient arrived at 12:50 o'clock."

The patients taken to Memorial last night, Dr. and Mrs. Langford with their son, Harry E. Langford, Mrs. W. L. Collins and David E. Drake.

**JUDGE RHEA MAKES PERSONAL INSPECTION**

Judge William F. Rhea, of the State Corporation Commission, with four other members of his investigating board arrived at the scene a short time after the accident. They went there on a special car furnished them by the Virginia Railway and Power Company, and were able to make an immediate investigation.

"Cases of wrecks are always a question for some time after an accident," said Judge Rhea last night, "and of course, it is impossible to tell exactly what caused the wreck at Kingsland. However, the wreck at Bedford, which was the direct cause of the accident, was practically perfect, and there is nothing about the ties that could be criticized or charged with causing the wreck."

**TRUCKS BEGAN TO TURN TOSY-TURVY**

Things began to turn topsy-turvy and all became dark. I think I must have been knocked unconscious, and, upon regaining my senses, began to call my wife. She answered me, and I started to call myself. I crawled out from the car and back into it before I succeeded in locating my wife and child. They had been assisted out by others. My wife was injured and I treated her.

**LOCAL OFFICIALS SAY BRACE DROPPED AND CAUGHT SWITCH**

The following statement was issued from the local offices of the Seaboard Air Line Railway last night:

"From the information at hand indications are that a brace on the right front tender came down and caught in a switch, and derailed the tender truck which caused the rails to spread. The train ran about 500 feet from the point where the first car was derailed. Trains were derailed from Richmond by a car of the Atlantic Coast Line Railroad as far as Weldon, where they were returned to our tracks."

**THE SEABOARD AIR LINE RAILWAY WILL CONDUCT A VIGOROUS INVESTIGATION INTO THE CAUSE OF THE WRECK UNDER THE DIRECTION OF R. S. MARSHALL, DIVISION SUPERINTENDENT, ON SATURDAY.**

**LINE IS CLEARED FOR MIDNIGHT TRAFFIC**

Work of clearing the line was begun by the railroad by 1 o'clock. The Seaboard toolcars were at work near Bedford on a wreck which occurred the day before, so the company secured the Richmond, Fredericksburg and Potomac Railroad's wrecking train. This arrived shortly after the relief train had returned to Richmond, and brought with it more than 100 track hands.

Work was begun on the south side of the bridge, and the trucks of the overturned coaches, with scattered air tanks, storage batteries and other equipment, were dragged off the embankment. The broken and twisted rails were thrown down the embankment after them, and the right of way cleared up to the New ties and new rails were laid slowly, and the trackmen turned their attention to the other side of the bridge. The same process was followed, and the bridge itself was repaired.

Before dark, the derailed coaches that had remained on the tracks had been shifted farther down the embankment, the broken and twisted rails had been removed, and with the damaged trucks and loose, scattered equipment, were left in the cut next to the woods. By 11:30 o'clock last night all of the derailed track had been relaid, and the bridge had been strengthened, and traffic had been resumed over the Seaboard between Richmond and Petersburg.

Large evidences of the wreck, however, will probably be seen at the point for several days. One of the coaches was hurled into the woods, a distance of nearly fifty feet.

**A. R. BELLWOOD IS EYEWITNESS OF DERAILMENT**

A. R. Bellwood was one of the eyewitnesses of the wreck. He was returning to his home for lunch when he saw the train approaching, and thought he would watch it pass. Mr. Bellwood said it is more than usual, and was not surprised when he noticed a dense cloud of dust and dirt flying from the tracks. He thought nothing of this until the engine cleared the trestle, he saw it suddenly dart and roll down the remainder of the train. Then he watched, spellbound, as the baggage car hesitated on the edge of the embankment and finally disappeared from view. He saw the other coaches follow and hastened down to the scene of the wreck. He did what he could for the injured and assisted in drawing several of the passengers from the coaches.

Three minutes after the accident occurred, a car over the electric line passed. The motorman, George Harsh, stopped immediately, and he with his conductors, Joseph Robinson and W. S. Wilson, hastened over to the wreck. Preparations were made for conveying the injured to this city on the electric car, but the speed with which the railroad provided for this made it unnecessary. The car crew assisted in the rescue work, however, and several of those who had been in-

jured but slightly were brought to Richmond on the electric car.

**SECTION HAND TELLS OF SEEING CARS TURN OVER**

David Jones, a colored section hand for the electric line, living at 578 4th Street, was an eyewitness and was standing directly opposite the Kingsland Bridge when it occurred.

"The first thing I saw," he said, "was the dense fog of dirt that flew out from under the train. I was standing on the electric tracks looking at it when the cars turned over. I could hardly see the train for the dirt and rocks, but it looked as if it was being stuck up and down considerably. They all of a sudden the engine jumped away from the cars and they began to turn over. Some of them kept the tracks, but it looked to me like most of them just naturally disappeared. I kept on working."

Dr. Langford, one of the injured passengers, told a story that in its chief details, was the same as those told last night by others injured in the wreck.

**VIVID DESCRIPTION**

"Mrs. Langford and myself were seated on the west side of the car and Malcolm was asleep on a seat opposite when the accident occurred," Dr. Langford said yesterday. "The porter had just announced that we would arrive in Richmond in about ten minutes and had begun collecting the baggage. I noticed that it was 10:10 o'clock. I glanced out of the window and was surprised to see a cloud of dust and dirt flying from the tracks. The coaches began to career in an uncertain way. Then there was a violent lurch. I could feel something snap and then I had the sensation of being rolled down an immense embankment with all of the weight of a hundred upon me."

"I know that Mrs. Langford had risen and seized Malcolm just before things began to turn topsy-turvy and all became dark. I think I must have been knocked unconscious, and, upon regaining my senses, began to call my wife. She answered me, and I started to call myself. I crawled out from the car and back into it before I succeeded in locating my wife and child. They had been assisted out by others. My wife was injured and I treated her."

**MALCOLM LANGFORD AIDS THE INJURED**

Little Malcolm Langford was one of the bravest rescuers at the scene. "I looked everywhere for you, father," he said when his parent had joined him and his mother, but I couldn't find you anywhere. So I stayed with mother and helped her." Malcolm assisted his father in treating his mother, and then did what he could for the other injured.

**RAILROAD AGENTS FIND PEOPLE STEALING FROM CARS**

After local police left the scene, having turned everything over to railroad agents, several men were detected in the act of stealing from the overturned coaches. One of the agents caught a man in the act of leaving the wreck with a pocket full of electric globes, stolen from one of the Pullmans. They were taken from him but

he was not arrested. As a result of this, no one was allowed on or in the coaches during the latter part of the afternoon.

The wrecked train was in charge of Engineer Lowry and Conductor L. W. Renn. Conductor Renn was slightly injured about the arms and hands. He said there were fifty-seven passengers on the train at the time of the accident. Sam Thomas, colored, was the fireman.

Mayor Ainslie, Justice Crutchfield and other prominent Richmond people went to the scene yesterday afternoon. United States Interstate Commerce Commissioners A. M. Banks and Daniel F. Johnson were in the city at the time of the accident, and also went there for a preliminary investigation.

**ENGINEER WELLS TOLD OF HIS INJURIES**

RALEIGH, N. C., February 17.—Engineer Wells, who was injured in the wreck,

switch split by dropping of arch bar. Note gash between rails at left.

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Wreck of Seaboard Air Line No. 10, Florida Limited, at Kingsland, Tuesday, died this afternoon at 4 o'clock in Rex Hospital here after the most injuries suffered from a crushed leg and severe scalp laceration. He was 35 years old. He had been in the service of the Seaboard fifteen years. He leaves a wife and one child. The funeral will be held at 4 o'clock Friday afternoon.

**Named for Medical Reserve Corps.**

[Special to The Times-Dispatch.] WASHINGTON, D. C., February 17.—President Wilson today sent to the Senate the nomination of Edgar Allen Brooks and David N. W. Grant to be lieutenants in the Medical Reserve Corps.



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two new Greentree Ideas in Wash Suits for the Live Boys.

These and a host of others equally as clever await your call at Richmond's Best Boys Store.

All color combinations 85¢ to 3.50

**Greentree's**

BROAD AT SEVENTH.

## Keep It Up Boys---

We mean your February sales. It stimulates folks, and brings them out, and they land in the Heart of the City, where they leave the order—BECAUSE they find the goods.

We are unloading our

**Eighth Solid Car Load**

furniture received this season.

My! Some perfect Gems—in periods. Prices? Well, in order to double our business in 1916 we have arranged prices and terms to meet the conditions.

Knowing how to select values is the key note.

**"Keep It Up Boys"**

Folks are coming this way.

Yours for QUALITY, SERVICE, QUANTITY.

**SYDNOR & HUNDLEY,**

Incorporated

## Is your cigarette sensible?

All we say is this—make sure your steady cigarette is sensible, whether it is Fatima or some other one.

Is it cool and friendly to your throat and tongue? Does it leave you feeling O.K. after a long day of smoking?

Fatimas certainly make good on these two points.

The only question is—will they just suit your individual taste? They may or they may not. But it seems reasonable that they should, for they outlast any other cigarette costing over 5c.

So you ought to try them. Do that today.

*Light as a Feather, Strong as Steel*

**FATIMA**

A Sensible Cigarette

20 for 15¢

**ELIXIR ALIMENTAIRE DUCRO**

Sustains the Organism without other nourishment. Effective for Debility and Want of Appetite. Recommended in TUBERCULOSIS, INFECTIOUS AND WASTING DISEASES, ANEMIA, CONVALESCENCE, OLD AGE AND DISORDERS OF THE STOMACH.

Sold by All Druggists. E. FOUGERA & CO., Inc., 90 Reekman St., New York

**SOW DIGGS & BEADLES TESTED SEEDS**

We are headquarters for Grass and Clover Seed Oats, Seed Corns, selected Seed Irish Potatoes, Union Seed and Farm Garden and Flower Seeds of high tested quality. Also Poultry Foods and Supplies.

**DIGGS & BEADLES**

Seed Merchants (3 Stores), Richmond, Va. Headquarters for Superior Farm and Garden Seeds, Poultry Foods and Supplies.